

MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes ☐  
no ☒

Property Name: Harford County Bridge No. H-010300 Inventory Number: HA-2045  
Address: Hookers Mill Road over Bynum Run Historic district: yes ☒ no  
City: Abingdon, MD Zip Code:  County: Harford  
USGS Quadrangle(s): Edgewood  
Property Owner: Harford County Department of Public Works Tax Account ID Number:   
Tax Map Parcel Number(s):  Tax Map Number:   
Project: Mid-20th Century Highway Bridges of Maryland (1948-1960) Agency: MD SHA  
Agency Prepared By:   
Preparer's Name: Ellen Jenkins URS Corporation Date Prepared: 10/20/2004  
Documentation is presented in: Project Review and Compliance  
Preparer's Eligibility Recommendation:  Eligibility recommended ☒ Eligibility not recommended  
Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G  
*Complete if the property is a contributing or non-contributing resource to a NR district/property:*  
Name of the District/Property:   
Inventory Number:  Eligible:  yes Listed:  yes  
Site visit by MHT Staff  yes ☒ no Name:  Date:

Description of Property and Justification: *(Please attach map and photo)*

Description

The Hookers Mill Road Bridge over Bynum Run (MIHP # HA-2045, Bridge H-01300) in Harford County was built in 1957 at the site of an earlier covered bridge that burned in 1955. With the development of roadways in the eighteenth century, mills began to spring up on almost every usable stream. Hookers Mill and the Hookers Mill Bridge were constructed ca. 1860 by Aquila Hall. The present Hookers Mill Bridge is a two span prestressed concrete box girder bridge which is supported by a rectangular reinforced concrete pier that is pointed at each end and covered with a steel bull nose-shaped. The bridge is one of only two prestressed concrete box girder bridges built in Maryland in 1957.

Determination of Eligibility

The Hookers Mill Bridge over Bynum Run (MIHP # HA-2045, Bridge H-01300) in Harford County is eligible for listing in the National Register for Historic Places under Criterion A on the local level with a period of significance of 1957. The bridge is

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☐ Eligibility not recommended ☒  
Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

MHT Comments:

John Scalapino  
Reviewer, Office of Preservation Services

B. Kinty  
Reviewer, National Register Program

6/2/2011  
Date  
6/3/11  
Date

associated with an important historical crossing near the town of Bush. The original bridge, built ca. 1860, was constructed to facilitate the transportation of goods to and from Hookers Mill which was an important center of commerce for the town of Bush and Harford County. The original covered bridge built at the location burned in 1955 and the existing bridge was rebuilt on the site in 1957.

The Hookers Mill Bridge over Bynum Run is not National Register-eligible under Criterion B, as it is not associated with an individual significant on the local, state, or national level.

The Hookers Mill Bridge over Bynum Run is National Register-eligible under Criterion C on the state level with a period of significance of 1957. The bridge is one of the earliest examples of the pre-stressed concrete box girder bridges built in Maryland between the 1948-1960 period, thus it is eligible under Criterion C. The Hookers Mill Bridge retains sufficient integrity of design, materials, workmanship, association, setting, and location to stand as a representative example of a specific bridge type which may survive in substantial numbers.

National Register-eligibility under Criterion D was not investigated as part of this study.

SHA disagrees with the consultant's recommendation of eligible for this bridge. This crossing of Bynum Run was significant during the nineteenth and early twentieth century when Hooker's Mill existed. However, Hooker's Mill closed in 1950, and the covered bridge was destroyed in 1955. In order to maintain the crossing, the Harford County Government chose to construct a utilitarian bridge as a replacement. It is not a significant example of a prestressed concrete box girder bridge. It is on a local county road, and was constructed after the period of significance for Hooker's Mill. SHA has determined that the bridge is not eligible under NRHP Criteria A, B or C.

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G

MHT Comments:

\_\_\_\_\_  
Reviewer, Office of Preservation Services\_\_\_\_\_  
Date\_\_\_\_\_  
Reviewer, National Register Program\_\_\_\_\_  
Date

HA-2045

Hookers Mill Bridge over Bynum Run

Edgewood vic.

1957

Bridge No. H-01300 is a two-span prestressed concrete box girder bridge built in 1957. It carries Hookers Mill Road over Bynum Run in Harford County, north of Edgewood, a suburban residential area. The bridge runs northwest-southeast along the length of Hookers Mill Road through the Bynum Run Conservation Area. There are two reinforced concrete abutments at each end of the bridge, and the outer wing wall of each abutment is six feet long. At the center of the bridge, a rectangular reinforced concrete pier, each end of which is pointed and has a steel bull nose, supports the two spans. The box girder spans each consist of a series of nine pre-stressed concrete box girders that form a 28'-2" foot wide deck that accommodates a two-lane asphalt road about two inches thick. The overall clear span of the bridge is 84 feet, with each of the two spans being 42 feet in length, while the overall length of the bridge including abutments and wing walls is about 100 feet.

The Hookers Mill Road Bridge over Bynum Run (MIHP # HA-2045, Bridge H-01300) in Harford County was built in 1957 at the site of an earlier covered bridge that burned in 1955. With the development of roadways in the eighteenth century, mills began to spring up on almost every usable stream. Hookers Mill and the Hookers Mill Bridge were constructed ca. 1860 by Aquila Hall. The present Hookers Mill Bridge is a two span prestressed concrete box girder bridge which is supported by a rectangular reinforced concrete pier that is pointed at each end and covered with a steel bull nose-shaped. The bridge is one of only two pre-stressed concrete box girder bridges built in Maryland in 1957.

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. HA-2045

### 1. Name of Property (indicate preferred name)

historic Hookers Mill Road Bridge over Bynum Run

other Bridge No. H-01300

### 2. Location

street and number Hookers Mill Road at Bynum Run N/A not for publication

city, town Abingdon x vicinity

county Harford

### 3. Owner of Property (give names and mailing addresses of all owners)

name Harford County Department of Public Works

street and number 220 South Main Street telephone 410-879-2000

city, town Bel Air state MD zip code 21014

### 4. Location of Legal Description

courthouse, registry of deeds, etc. liber folio

city, town tax map tax parcel tax ID number

### 5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District  
☐ Contributing Resource in Local Historic District  
☐ Determined Eligible for the National Register/Maryland Register  
☐ Determined Ineligible for the National Register/Maryland Register  
☐ Recorded by HABS/HAER  
☐ Historic Structure Report or Research Report at MHT  
☒ Other: Statewide Inventory by SHA

### 6. Classification

Category	Ownership	Current Function	Resource Count	
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing	Noncontributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> commerce/trade	<input type="checkbox"/>	<input type="checkbox"/> buildings
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	<input type="checkbox"/>	<input type="checkbox"/> sites
<input type="checkbox"/> site		<input type="checkbox"/> domestic	<input type="checkbox"/> 1	<input type="checkbox"/> structures
<input type="checkbox"/> object		<input type="checkbox"/> education	<input type="checkbox"/>	<input type="checkbox"/> objects
		<input type="checkbox"/> funerary	<input type="checkbox"/> 1	<input type="checkbox"/> Total
		<input type="checkbox"/> government		
		<input type="checkbox"/> health care		
		<input type="checkbox"/> industry		
		<input type="checkbox"/> landscape		
		<input type="checkbox"/> recreation/culture		
		<input type="checkbox"/> religion		
		<input type="checkbox"/> social		
		<input checked="" type="checkbox"/> transportation		
		<input type="checkbox"/> work in progress		
		<input type="checkbox"/> unknown		
		<input type="checkbox"/> vacant/not in use		
		<input type="checkbox"/> other:		
			Number of Contributing Resources previously listed in the Inventory	
			<u>0</u>	

## 7. Description

Inventory No. HA-2045

### Condition

<input checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

Bridge No. H-01300 is a two-span prestressed concrete box girder bridge built in 1957. It carries Hookers Mill Road over Bynum Run in Harford County, north of Edgewood, a suburban residential area. The bridge runs northwest-southeast along the length of Hookers Mill Road through the Bynum Run Conservation Area. The banks of Bynum Run are tree-lined with smaller vegetation also present. I95 runs a southwest-northeast course to the south of the Bynum Run Conservation Area.

There are two reinforced concrete abutments at each end of the bridge, and the outer wing wall of each abutment is six feet long. At the center of the bridge, a rectangular reinforced concrete pier, each end of which is pointed and reinforced with a steel bull nose, supports the two spans. It is about 13 feet from the bottom of the stream bed to the bottom of the box girder spans of the bridge. The spans each consist of a series of nine pre-stressed concrete box girders that form a 28'-2" foot wide deck that accommodates a two-lane asphalt road about two inches thick. The overall clear span of the bridge is 84 feet, with each of the two spans being 42 feet in length, while the overall length of the bridge including abutments and wing walls is about 100 feet.

At the edges of the deck, there is a concrete parapet with a metal pipe guardrail bolted to the top. The roadway is 22 feet wide while each guardrail parapet is 3 feet wide, and projects out slightly over the concrete box girders. The guardrail sections all have concrete endposts, and the northeast endpost is marked with the incised date 1957. The endposts also have recessed panels on their outside elevations. The bank below the bridge is lined with large chunks of slate that were likely brought in at the original construction of the bridge to stabilize the stream banks around the bridge. There are no obvious alterations to the bridge. All of the concrete appears to be original.

## 8. Significance

Inventory No. HA-2045

Period	Areas of Significance	Check and justify below			
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy	
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input checked="" type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government	
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion	
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> recreation	<input type="checkbox"/> law	<input type="checkbox"/> science	
	<input type="checkbox"/> communications	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> literature	<input type="checkbox"/> social history	
	<input type="checkbox"/> community planning	<input type="checkbox"/> exploration/	<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation	
	<input type="checkbox"/> conservation	<input type="checkbox"/> settlement	<input type="checkbox"/> military	<input type="checkbox"/> other: _____	

**Specific dates** 1957 **Architect/Builder** Robertson and Associates

**Construction dates** 1957

Evaluation for:

☒ National Register ☐ Maryland Register ☐ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

### Statement of Significance

The Hookers Mill Road Bridge over Bynum Run (MIHP # HA-2045, Bridge H-01300) in Harford County was built in 1957 at the site of an earlier covered bridge that burned in 1955. With the development of roadways in the eighteenth century, mills began to spring up on almost every usable stream. Hookers Mill and the Hookers Mill Bridge were constructed ca. 1860 by Aquila Hall. The present Hookers Mill Bridge is a two span prestressed concrete box girder bridge which is supported by a rectangular reinforced concrete pier that is pointed at each end and covered with a steel bull nose-shaped. The bridge is one of only two pre-stressed concrete box girder bridges built in Maryland in 1957.

### Historic Background and Support

Hookers Mill Road runs east-west between MD 24 (Emmorton Road) in southeastern Harford County and MD 136 (Calvary Road) near the southern center of the county. Both are major north-south routes connecting MD 7 with the county seat, Bel Air, and the interior of the county. Hookers Mill Road crosses Bynum Run within the Bynum Run Conservation Area northwest of the town of Bush, MD 7, and north of the town of Abington.

Settlers began moving into Harford County in the mid-seventeenth century, but little remains of these initial settlements. The oldest buildings that can be securely dated are a half dozen vernacular-style houses of the 1740s located along the stream valleys. These streams served as major transportation routes to the interior of the county. During this time, Harford County was traversed by the Post Road (MD 7), laid out to connect the Northern and Southern colonies, specifically Alexandria and Philadelphia. The road was aligned to pass directly through the original county seat of Bush, historically known as Harford Town. Once the county seat and the site of French Army encampments during the Revolutionary War, Bush included a tavern, tannery, stagecoach house, hotel, gristmill, several inns, and twenty to forty individual homes.<sup>1</sup> Very little remains of the eighteenth century town due to the expansion of the interstate highway system. Interstate 95 diverted traffic away from the town resulting in a decline for commercial activity in Bush. This resulted in neglect and deterioration of the eighteenth century town.

With the gradual increase in population during the eighteenth century, a slow expansion developed from the coastal regions into the central and northern sections of the county. The opening of lands necessitated a system of roadways connecting houses, farms, and settlements.<sup>2</sup>

With the development of roads, mills began to spring up on almost every usable stream. As the agricultural base throughout the region shifted from tobacco to grain in the eighteenth century, Harford County's swift flowing streams made logical sites for over 400 gristmills. The mill of the eighteenth century stood out as one of the largest of community buildings, usually three stories high. The first mills were built of logs, with lime mortar filling the crevices. Later mills were of stone or frame construction with a waterwheel at

<sup>1</sup> "Harford County 1998 Historic Preservation Element Plan", 1998, <<http://www.co.ha.md.us/MasterPlan/Historical>>

<sup>2</sup> Wright, C. Milton. *Our Harford Heritage: A History of Harford County Maryland*. (Baltimore: 1967) 103-104.



# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. HA-2045

Name Bridge No. H-01300, Hookers Mill Road Bridge over Bynum Run  
Continuation Sheet

Number 8 Page 1

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the side, made of wood or iron. The gristmill is supplied water by the millpond which is filled continuously by damming the river. Early dams were constructed of logs, earth, or stone, to be replaced later with masonry and concrete.<sup>3</sup>

Hookers Mill on Bynum Run, later known as Lee's Mill, was located on Hookers Mill Road near the town of Bush and constructed ca. 1860 by Aquila Hall for George Hooker.<sup>4</sup> Bynum Run, along with Winters Run and Deer Creek, are the three most prominent streams in Harford County. The fast moving waterway provided Aquila Hall with a highly productive mill. The mill was in the possession of the Hooker family from the time of its construction until 1913 when it was purchased by Frank H. Lee. It was later owned by his son, Granville P. Lee. The mill was originally an old burr mill and was changed to a roller mill soon after coming into possession of the Lee family. Due to the deterioration of the machinery and the washouts of the dam, the mill fell out of operation by the mid-twentieth century. By the turn of the twentieth century the mill was demolished.<sup>5</sup>

During the early part of the nineteenth century, an increase in travel developed, demanding that main routes be made more passable through the use of stone, gravel, and other paving materials.<sup>6</sup> Road improvements included bridging major waterways. From 1825 to 1875, a number of covered bridges were built over larger streams throughout the county, region. Several of these structures remained in continual use until the mid-twentieth century. The Hookers Mill Bridge constructed in 1860 was located upriver from the mill. The bridge served as a crossing point over Bynum Run to transport goods from the mill to the interior of the county, specifically MD 24 and the county seat Bel Air. The Hookers Mill Bridge over Bynum Run was the last wholly intact covered bridge, until it was destroyed by fire in 1955.<sup>7</sup>

The current Hookers Mill Bridge was constructed in 1957 on the site of the previous bridge. Constructed two years after the original bridge burned, the construction was a result of continued growth of the metropolitan area around Baltimore City and the development adjacent to the incorporated towns of Bel Air and Aberdeen in Harford County. Hookers Mill road serves as the quickest access from the town of Bush and Interstate 95 to the county seat Bel Air.

### Design and Construction

The Hookers Mill Bridge is a two span pre-stressed concrete box girder bridge with two reinforced concrete abutments at each end of the bridge. At the center of the bridge, the two spans are supported by a rectangular reinforced concrete pier that is pointed at each end and covered with a steel bull nose-shaped panel. The overall length of the bridge, including abutments and wing walls, is about 100 feet. The overall clear span of the bridge is 84 feet long and consists of two equal length spans. The individual spans consist of a series of nine pre-stressed concrete box girders, supporting a 28-foot-wide deck that accommodates a two lane asphalt road. At the edges of the deck, there is a concrete parapet with a metal pipe guardrail bolted to the top edge. The bridge is located within a nature preserve sited in a suburban residential area.<sup>8</sup>

As a prestressed concrete bridge built in the late 1950s, the Hookers Mill Bridge is one example that demonstrates Maryland's adoption of a relatively new technology in the mid-twentieth century. Early developments in prestressed concrete included patents in the late nineteenth and early twentieth centuries; however, the material was not readily used for bridge construction until innovations by Eugène Freyssinet in the late 1920s. Freyssinet's 1920 patent was significant, as it demonstrated the necessity of high strength steel

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<sup>3</sup> Ibid, 165-168.

<sup>4</sup> Ibid, 181.

<sup>5</sup> Ibid, 181.

<sup>6</sup> Ibid, 110-113

<sup>7</sup> Ibid, 113-115.

<sup>8</sup> State of Maryland State Roads Commission, *Pre-stressed Concrete Box Girder Bridge, Hookers Mill Road over Bynum Run, Plan and Profile*, (Baltimore: May 1957) Sheets 1-9.

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. HA-2045

Name Bridge No. H-01300, Hookers Mill Road Bridge over Bynum Run  
**Continuation Sheet**

Number 8 Page 2

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for successful prestressing, which increased the overall strength of concrete.<sup>9</sup> In conventional reinforced concrete, the high tensile strength of steel is combined with concrete's great compressive strength to form a structural material that is strong in both compression and tension. The principle behind pre-stressed concrete is that compressive stresses induced by high-strength steel tendons in a concrete member before loads are applied will balance the tensile stresses imposed in the member during service. Compressive stresses are induced in pre-stressed concrete either by pre-tensioning or post-tensioning the steel reinforcement. In pre-tensioning, the steel is stretched before it is encased in concrete. In post-tensioning, the steel is stretched after the concrete hardens.<sup>10</sup> The pre-stressed concrete girder, developed by Freyssinet, was economical and versatile, applicable either continuously or as a cantilever, a box girder or a rigid frame.<sup>11</sup>

The first use of box beam or box girders is seen in railroad bridges in the early twentieth century. These fixed bridges consisted of steel girders fabricated by welding steel plates into various box-shaped sections. The present box girder form is a post-World War II development. The prestressed concrete box unit was used to a limited extent along the East coast prior to 1960.<sup>12</sup> In 1954, the state erected, as part of the Baltimore-Harrisburg Expressway, a prestressed concrete girder bridge over Shawan Road in Baltimore County. This bridge, according to the text of the State Roads Commission report, was the first prestressed concrete bridge built in Maryland.<sup>13</sup> The first concrete box girder was built in 1955 on Union Chapel Road over Cattail Creek in Howard County. By 1957, two prestressed concrete box girders were completed and the concrete box girder on Hookers Mill Road comprised one of the two prestressed concrete box girder bridges built in the state that year. The other bridge still remains on Reckord Road over Wildcat Branch in Harford County.<sup>14</sup> Within five years, eighteen bridges of this type were constructed in Maryland, three of which were in Harford County.<sup>15</sup>

<sup>9</sup> Plowdon, David. *Bridges: The Spans of North America*. (New York: 1974) 310-320.

<sup>10</sup> "Pre-stressed Concrete", undated, < [http://www.cement.org/basics/concreteproducts\\_prestressed.asp](http://www.cement.org/basics/concreteproducts_prestressed.asp) >

<sup>11</sup> Plowdon, 310-320.

<sup>12</sup> Ibid, 318.

<sup>13</sup> State of Maryland State Roads Commission, *Report of the State Roads Commission of Maryland*. (Baltimore: 1954) 63-69.

<sup>14</sup> Maryland State Highway Administration, *Bridges By Type and Year*, 2003

<sup>15</sup> Maryland State Highway Administration, *Bridges By Type and Year*, 2003



## 9. Major Bibliographical References

Inventory No. HA-2045

See Continuation Sheet

## 10. Geographical Data

Acreage of surveyed property \_\_\_\_\_

Acreage of historical setting \_\_\_\_\_

Quadrangle name Gunpowder, MD

Quadrangle scale: 1:24,000

### Verbal boundary description and justification

The Hookers Mill Road Bridge carries Hookers Mill Road over Bynum Run in Harford County. The bridge is located along the length of Hookers Mill Road that runs through the Bynum Run Conservation Area. The bridge has been associated with this site since its construction.

## 11. Form Prepared by

name/title	Ellen Jenkins / Roy Hampton and Amy Case		
organization	URS Corporation / Hardlines Design Company	date	October 2004
street & number	200 Orchard Ridge Drive / 4608 Indianola Avenue	telephone	301-258-9780 / 614-784-8733
city or town	Gaithersburg / Columbus	state	MD / OH

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust  
DHCD/DHCP  
100 Community Place  
Crownsville, MD 21032-2023  
410-514-7600

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. HA-2045

Name Bridge No. H-01300, Hookers Mill Road Bridge over Bynum Run  
**Continuation Sheet**

Number 9 Page 1

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"Harford County 1998 Historic Preservation Element Plan", 1998, <<http://www.co.ha.md.us/MasterPlan/Historical>>

Maryland State Highway Administration, *Bridges By Type and Year*, 2003.

Plowdon, David. *Bridges: The Spans of North America*. New York: 1974.

"Pre-stressed Concrete", undated, <[http://www.cement.org/basics/concreteproducts\\_prestressed.asp](http://www.cement.org/basics/concreteproducts_prestressed.asp)>

State of Maryland State Roads Commission, *Pre-stressed Concrete Box Girder Bridge, Hookers Mill Road over Bynum Run, Plan and Profile*. Baltimore: May 1957.

State of Maryland State Roads Commission, *Report of the State Roads Commission of Maryland*. Baltimore: 1954.

Wright, C. Milton. *Our Harford Heritage: A History of Harford County Maryland*. Baltimore: 1967.

### Sources Consulted:

Maryland SHA Cultural Resource Library and Bridge Engineering Department, Baltimore - Reports published by or for the State Roads Commission, bridge files

Maryland Historical Trust Library, Crownsville - Inventory of Historic Places, National Register Nominations, Determinations of Eligibility, Cultural Resource Reports

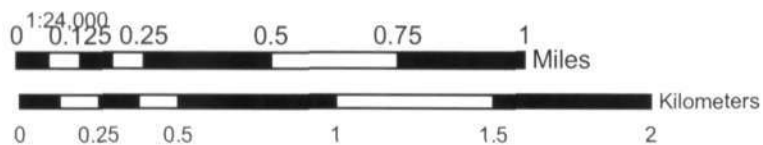
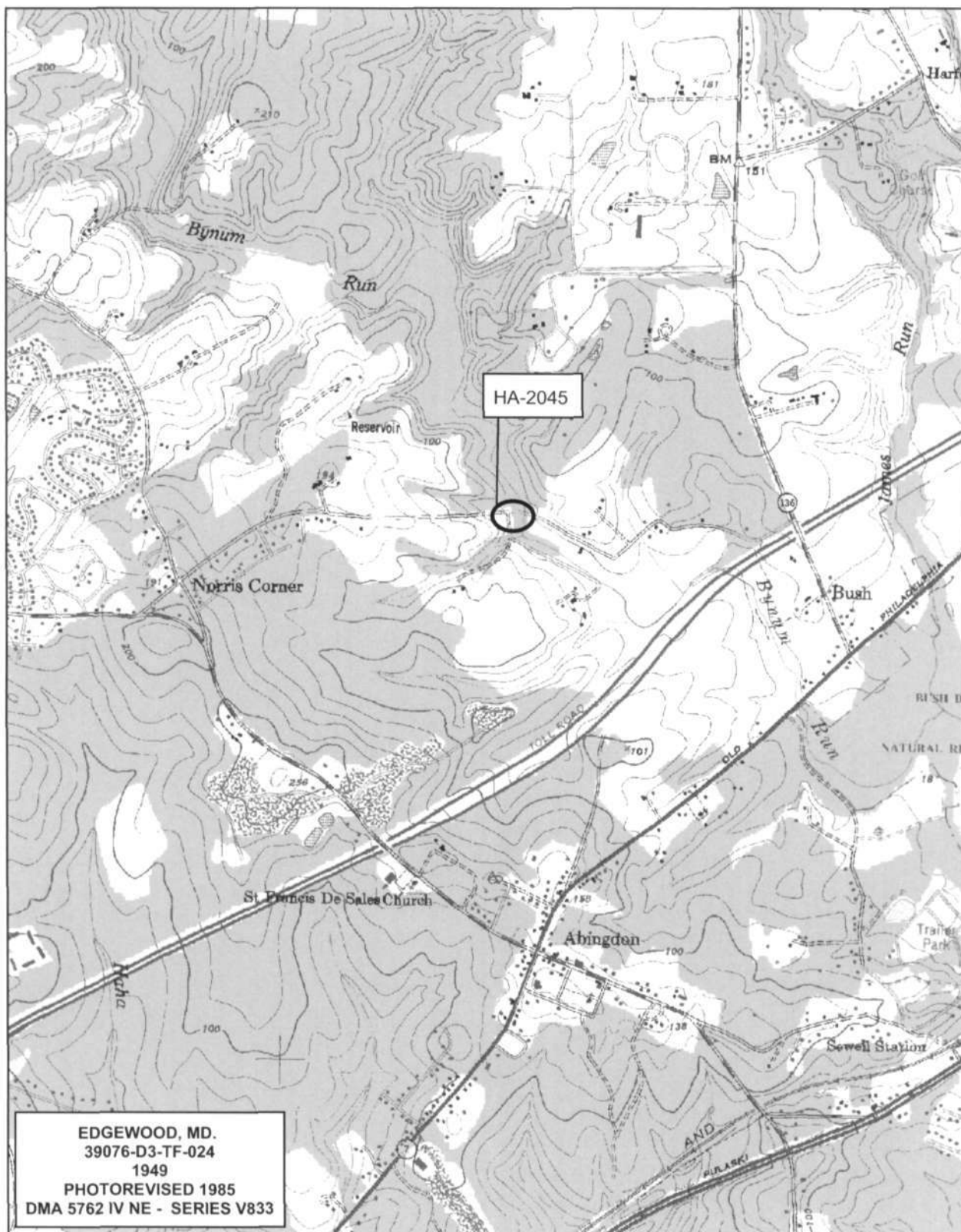
Maryland State Archives, Annapolis - photographs from the Sarikas Collection and materials published by the State Roads Commission

Enoch Pratt Library (Maryland Room), Baltimore - vertical files dealing with Maryland bridges

Library of Congress, Washington, DC - General information on bridges and additional Maryland bridge material

New Jersey State Library, Trenton - Engineering News-Record on microfilm

New York Public Library, (Science, Business, and Industry Library), New York - Additional SHA annual reports



MIHP # HA-2045  
Bridge H-01300  
Hookers Mill Road over Bynum Road  
Edgewood Vicinity  
Harford County  
Edgewood, MD. Quadrangle



MIHP # HA-2045

Bridge # H-01300, Hookers Mill Rd over Bynum Run  
Harford County, MD

Photographer: Roy Hampton, Hardlines Design Company

Date: 6/11/03

Location of Negative: MD SHPO  
bridge deck, looking east

1/8





MIHP # HA-2045

Bridge # H-01300, Hookers Mill Rd over Bynum Run  
Marford County, MD

Photographer: Roy Hampton, Hardline Design Company

Date 6/1/03

Location of Negative: MD SHPO

North elevation, looking south

218



MIHP # HA-2045

Bridge # H-01300, Hookers Mill Rd over Bonum Run  
Harford County, MD

Photographer: Roy Hampton, Hardlines Design Company

Date: 6/1/03

Location of Negative: MD SMPD

north elevation, looking southwest

3/8



MHP # HA-2045

Bridge # H-01300, Hookers Mill Rd over Byrum Run  
Harford County, MD

Photographer: Roy Hampton, Hardlines Design Company

Date: 6/11/03

Location of Negative: MD SHPO  
South elevation, looking northwest  
4/8





MHP # HA-2045

Bridge # H-01300, Hookers Mill Rd over Byrum Run  
Harford County, MD

Photographer: Roy Hampton Hardlines Design Company

Date: 6/11/03

Location of Negative: MD SHPO

north elevation, looking southwest  
5/8



MIHP # HA-2045

Bridge # H-01300, Hookers Mill Rd over Bynum Run  
Harford County, MD

Photographer Roy Hampton Hardlines Design Company

Date: 6/11/03

Location of Negative: MD SHPC

detail of underside, looking southwest

6/8



MIHP # HA-2045

Bridge # H-01300, Hookers Mill Rd over Bynum Run  
Harford County, MD

Photographer: Roy Hampton, Hardlines Design Company  
Date 6/11/03

Location of Negative: MD SHPO

oblique view, south elevation, looking northeast  
7/8





MHP # HA-2045

Bridge # H-01300, Heckers Mill Rd over Bynum Run  
Harford County, MD

Photographer: Roy Hampton, Hardlines Design Company

Date 6/14/03

Location of Negative: MD SHPO

detail of date on northeast end of bridge

8/8